

CAPT. DANY.

An Incident of the Campaign Against Maximilian.

(From a Special Contributor to the Los Angeles Times.)

When the French occupied the port of Mazatlan, in the State of Sinaloa, Mexico, during the rule of Maximilian the following order was given by Gen. Ramon Corona, then commander-in-chief of the Mexican forces in that State, to Col. Frank Dany, commanding a company of American sharpshooters then with General Corona's army: "You will take with you nine of your best men, well armed, and sail from the port of Altata to San Jose del Cabo, Baja California, where you will present to the captain of the Mexican troops the letter I inclose. He will furnish you twenty-five picked men. With these and those you take with you, you will proceed to Cape San Lucas, and there board the steamer coming from San Francisco to Mazatlan, as passengers, having your arms concealed. As soon as the steamer sails from San Lucas you will capture her and bring her into Altata, where you will discharge all arms and munitions of war you find on board consigned to the French, and deliver them to the officer in charge there. You will then take on board 300 picked men that the same officer will furnish you, sail from Altata to near Cape St. Lucas, and from there directly on the course of the steamer to Mazatlan. On your steamer being signaled at Mazatlan, I will commence a vigorous land attack on the port to oblige the enemy to draw all available troops from their warship anchored off the harbor. On approaching the frigate, you will sail directly for her and board her with your whole force, being careful to make the surprise as complete as possible. When you capture the frigate, you will turn her guns on the city and bombard it, and, with our combined attack, the French will have no other alternative but surrender."

Col. Dany sailed for Altata with his nine picked Americans to San Jose del Cabo, and there delivered the letter from Gen. Corona to the officer in charge of the Mexican troops who gave him the twenty-five men called for, and all went to Cape St. Lucas in scattered lots of two or three, but when the steamer arrived the twenty-five Mexican soldiers refused to go on board, as they looked on her as a death-trap. Col. Dany, indignant at the desertion of these soldiers, resolved not to be baffled in his purpose, and boarded the steamer with his nine trusty Americans. As soon as the steamer sailed from port, Capt. Dany called Capt. Ned Wakeman into his office on private business, and soon made known his mission, locking the captain in his room, telling him his safety consisted in his keeping very quiet. The same was done with the first officer and chief engineer, while Dany's men quietly told the passengers to keep in their staterooms, emphasizing the request with a significant flourish of their guns. The passengers made no objection, and were glad to keep out of sight. The crew were marshaled on deck, and told to obey orders or die. The officers, crew and passengers numbered about three hundred persons, and Col. Dany and his men knew that if they should be overpowered and turned over to the

French not one would escape death.

Capt. Wakeman refused point blank to run the ship into the port of Altata; and told Dany that if he insisted on that, he would have the engineer disable the machinery and they would drift around on the gulf until picked up by a French frigate, offering to run to La Paz and allow Dany to discharge all goods consigned to the French, and then proceed with the steamer to Guaymas, and then to Mazatlan, allowing Dany time to cross the Gulf of California in a sail vessel with the goods to Altata. Dany was short-handed, and his pilot refused to come on board at St. Lucas, so he finally accepted the captain's proposition, and the steamer was run to La Paz (which port was then in the hands of the Mexicans) and Dany discharged the goods, consisting of a large quantity of improved rifles, pistols, sabers, ammunition, clothing, boots, shoes and etc., from the steamer to a sail vessel chartered for the purpose; a large quantity of hay for the cavalry horses of the French army was also with the goods; of this Dany sold what he could and burning the rest he immediately set sail for Altata, and the steamer sailed for Guaymas. When Dany and his little band were about half way across the gulf, they found themselves in a dead calm for two days, and finally they saw the steamer they had captured go down the gulf to Mazatlan, and they knew the French frigate would come in search of them as soon as the steamer arrived at Mazatlan. So they rigged up sweeps and oars and rowed the vessel back to the coast of Lower California, ran into a small port, discharge the goods and stored them in a safe place and sent the vessel back to La Paz, where the captain reported that he had landed Dany and his men and goods safely at Altata. Dany then procured a small boat and with two companions, rowed out to an island some distance from shore, where he could observe the movements of the French frigate expected to come in search of him. He soon saw her run up the coast of Sinaloa, then across the gulf to La Paz, where the captain was told that Dany had landed at Altata. The frigate then came down the coast of Lower California, passed Dany and his companions and went to Mazatlan. The captain of Dany's schooner was ordered to return in fifteen days to the point where he left the goods. So, when the time was up, the vessel quietly slipped away from La Paz, came to the appointed place, took Dany with his companions and goods on board, and, having a good run across the gulf, soon landed them safely at Altata, where all was delivered to the officer in charge of the troops at that place, and with this fine supply of arms and ammunition Gen. Corona reorganized his army and was soon dealing death to the French with their own guns.

WILLIAM V. LANPHEAR.

The last trip the Willamette Valley made down the coast from San Francisco to Mexican ports, she carried a full cargo of more than 1000 tons at \$4 per ton in Mexican money. This reduction was due to the offer of a schooner to load for Mexican ports. The steamship company reduced rates and captured the business. Many shippers took advantage of the opportunity to send heavy consignments to correspondents all along the coast.

SHAVINGS.

A Collection of Ideas and Assertions overheard in a Barber Shop.

BARBER: I see that the Georgia courts have decided that scalping railroad tickets is a legitimate business.

NEXT: Why isn't it? Why hasn't a passenger as much right to sell his ticket or any unused portion thereof as a consignee of freight has to sell a bill of lading? Under the common law he can do so at will or convenience. In one instance the railway company contracts to carry freight a specified distance; in the other to carry a passenger. What difference whether the contract is completed for another than the original beneficiary of the contract? In the matter of freight there is no difference, and railway companies seek to make none. Why should they in the matter of passengers?

VICTIM: How does it come that the distinction has arisen?

THE OTHER MAN: Because the common law with reference to freight and transportation was settled long before the day of railways, when there was little or no passenger traffic, and such as there was went under widely different conditions. Had the development of freight traffic awaited the advent of the great railway corporations, the law thereon would have been widely different.

NEXT: It seems to me that the railroads and their courts have tried to modify the common law on freight traffic.

THE OTHER MAN: So they have; but the weight of precedent and authority was against them. In the matter of passenger traffic there were no such precedent and authority.

NEXT: The dog nuisance in Nogales is again becoming unendurable.

VICTIM: It is impossible to ride or drive down the streets without a pack of worthless curs in full cry at your horse's heels, and wheelmen find them a great annoyance.

BARBER: I counted eight of them chasing a horse a lady was riding through Morley Avenue, the other day.

THE OTHER MAN: The authorities should take the matter in hand and dispose of the worthless beasts. Officials, both sides of the line, should work together, and give the town a cleaning of superfluous dog flesh.

NEXT: I don't care about turning a gun loose in the streets myself; but if the authorities don't do something to rid me of the annoyance I suffer, I shall take a few shots among them.

NEXT: Tucson is in a bad fix.

BARBER: How.

NEXT: They are getting up a big fiesta for the Sixteenth of September, and both of their bands are engaged to go to San Bernardino, California. They have telegraphed to Hermosillo for a band, but their music is all wanted there. So Tucson will have to hold her fiesta without music.

VICTIM: Why don't they send for Nigger Dick and his band?

Tuesday Mr. Harry L. Caraway, manager of the Hacienda de Bacanuchi, Arizpe district, Sonora, returned from the east, where he had been about three weeks. Thursday he went to the ranch.

Birthday Party at Benson.

Tuesday, September 3d, Master Roger Webster was nine years old, and in honor of the occasion a large number of his little friends, and some of the older ones, gathered at the family residence, at Benson.

The time was passed pleasantly and joyfully, and in the happiness of the little ones those present of mature age renewed their youth. Mary Bryan and Lucinda King charmed everyone with their music, and each, with Master Roger, performed instrumental duets on the piano, with excellent effect. Mr. Webster delighted the little ones with an exhibition of magic lantern views.

Those present were Jessie Clark, Bessie Clark, Fannie Armitage, Florence Armitage, Mary Bryan, Jessie Bryan, Maud Bryan, Willie Bryan, Ida Castañeda, Carlos Castañeda, Jennie Slebring, Robert Wilson, Norman Roberts, Harry Blackledge, Birdie Finn, Lucille Cheek, Mabel Gray, Earl Reed, Maggie Calahan, Ella Calahan, Artie Pritchard of Bisbee, Lucinda King and Roger Webster.

Others present were Mr. and Mrs. F. S. Webster, Mr. and Mrs. A. Barker, Mr. and Mrs. Smith, and Mr. W. H. Thompson.

Warning to Stockmen.

It is commonly supposed that the small tree (Adeipo) Oleander is to a slight extent poisonous, but few realize the danger that lies within the leaves, whether dry or green. The principal danger lies in the dried leaves as they are more readily eaten by horses or cattle, either by getting mixed with hay or being thrown in pastures where stock have been confined to grass for some time, when they seize readily on any dried shrub or old hay. The poison is a strong heart depressant and in case of poisoning stimulants such as ether or ammonia, given in the early stages is the proper thing.

F. O. RICHMOND,
Territorial Vet. Sur.

Excursion to Magdalena.

The Sonora railway, announces that during the feast of San Francisco at Magdalena, special trains will be run between Nogales and Magdalena and Guaymas and Magdalena, on the 3rd, 4th and 5th of October. Special cars will be furnished societies, committees or families by giving due notice and making necessary arrangements. Times of departure, rates of fare, etc., will be announced later.

The Star of Thursday states that Mrs. Finley, wife of Sam Finley of Nogales, was sadly surprised Wednesday. She was on her way to Tucson. A two-year-old babe lay in the vehicle and was thought to be asleep. On arriving in town it was discovered that the little one was dead. The remains were taken to Lonergan's and arrangements were made for the funeral, dependent upon the arrival of Mr. Finley, who was telegraphed concerning the sad occurrence.

If you want a nice winter suit see Fleischer Brothers' samples. They are undoubtedly 35 to 50 per cent cheaper than any traveling man or merchant in Nogales has offered. Remember the \$4.50 pants are strictly made to order. In every instance a perfect fit guaranteed.